



all employees and handled the correspondence for the port authority. The Bookkeeping Department, with a chief and three clerks, managed the port finances, compiled statistics on the consumption of materials, balanced accounts, and paid wages.

3. The chief engineer, under the supervision of the port chief, was responsible for the technical operation of the port. Although the engineer's position was on the same level as that of the deputy port chief, the chief engineer received the same salary as the port chief and both were classified as Grade III Central Distribution Recipients. There were five departments under the chief engineer. The Transportation Department, with a chief and three clerks, handled incoming and outgoing cargo shipments and passengers; it also established wages and leave-time for seamen and reported monthly on its activities to the port chief. The Port Affairs Department, with a chief and two clerks, managed the port facilities, handled the loading and unloading of ship and rail shipments, had custody of cargoes in open and warehouse storage, and established the wage level of port laborers. The Technical Department with a chief and two clerks, was responsible for handling the vessels and seamen assigned to the port, the repair of vessels and the receipt of new vessels. The department held lectures in the winter to improve the technical ability of the seamen. The "Apron" (Tidal Flats) Department, with a chief and one clerk, was ordinarily responsible for salvage operations but was hampered by poor equipment and the shortage of skilled technicians. The department was concerned with dredging operations and in refloating sunken vessels in Namp'o Harbor; it occasionally sponsored diving operations. The Operations Department, with a chief and three clerks, had the job of loading and unloading cargo of foreign vessels.
4. The deputy port chief assisted the port chief, acted on his behalf in his absence, and supervised three departments. The Rear Accounting Department, known [redacted] as the General Affairs Department, had a chief and two clerks and was responsible for managing buildings within the port area, including workers' residences, bathhouse, dispensary, barber shop and store. The department also handled the procurement of office supplies, the supply of labor protection materials, and the distribution of goods to clerical personnel and laborers. All clerical personnel reported to this department to receive their wages. The Materials Department, with a chief and three members, was in charge of the general management of materials within the port and responsible for supplying ship's fittings, gasoline, light oil, engine oil, grease, and carbide. The Wages Department, with a chief and three clerks, was generally referred to as the Labor Department, since its main function was to ensure that labor laws were properly observed. This department established working standards, to be approved by the Wages Department in the MTMB, and inspected all wage accounts before funds were disbursed by the Bookkeeping Department. This department also handled the hiring and firing of workers and reported on the achievements of the plants within the port. When any workshop exceeded its quota, a recommendation for award was forwarded to the councilor of the Ministry of Transportation; first prize was 200,000 won and second prize, 100,000 won.
5. The political deputy port chief was chairman of the Port Labor Party Committee, and was appointed to his position by the Political Department, Ministry of Transportation. Since the political deputy port chief shared equal responsibility with the port chief when quotas were not met, the two conferred on matters relating to over-all operation of the port and in particular on points concerning the proper fulfillment of established quotas. This deputy also handled the organization and direction of Korean Labor Party (KLP) cells within the port authority. He controlled also the Port Trade League, and the Democratic Youth League, and was responsible for the general political indoctrination of port employees.
6. The chairman of the Port Trade League was appointed by the Central Committee of the Korean Trade Federation and shared equal responsibility with the port chief for the achievement of national quotas as applied to Namp'o Port. With the port chief, the Port Trade League chairman decided on the number of laborers, the standard work schedule, and the wages and supplies for the workers. The chairman's approval was required on the

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dismissal of any employee and on matters concerning employees' leaves and rest periods. He also inspected working conditions at the port and was responsible for the proper supply of labor protection materials and disbursement of wages. Each labor brigade of the port had a Trade League Unit Committee.

#### Korean Labor Party Organization at Namp'o Port

7. The KLP organization at Namp'o Port had a membership of approximately 300 from among the total of 609 employees at the port. The Namp'o Port Party Committee included a chairman, two vice-chairmen, and eight committeemen. Early each month the committee held meetings to discuss the achievement of work quotas; these were attended by about 20 of the more ardent KLP members at the port. In addition, a general meeting of the port party, attended by all members, was held early each year, usually in January, to review past achievements of the party committee and discuss general objectives for the coming year. Subordinate to the main port committee, five committees, or cells, were organized in the various work units at the port. The office cell had 34 members from among the 39 clerical workers at the port; the steamship cell had approximately 70 members from among the 142 seamen who worked on trawlers and powered cargo ships; the barge cell had about 60 members from among 200 workers handling barge operations; the pier cell had about 120 members from among 208 laborers who worked on the piers at the port; and the salvage cell had about 15 members from among 20 workers engaged in salvage operations. Cell meetings were held twice monthly and dealt with the achievement of work quotas or the proper enforcement of instructions from the higher echelon. Each cell held general study meetings usually for two hours after working hours on Tuesdays and Fridays. These meetings were presided over by the leading party member in the cell and the materials used were supplied by the Political Department of the Ministry of Transportation. Each party member was examined on the lesson content during a ten-day examination period in December.
8. The Trade League organization at Namp'o Port consisted of an Office Team Committee, a Steamship Team Committee, a Pier Team Committee, and a Salvage Team Committee. Each team included a chairman and two vice chairmen elected by the team members; all officers were responsible for carrying on the Trade League activities in addition to their regular port jobs. The chairman of the Namp'o Port Trade League Committee was appointed and paid by the Central Committee, Korean Trade Federation. The Trade League existed to represent the workers' interest in matters of general labor protection and elevation of their working standards. To help implement national quotas, the Trade League of the port was supposed to conclude a joint agreement with the port chief but no agreement had been made in Namp'o [redacted] The Trade League also recommended individual workers for achievement awards, handled the administration of labor holidays, maternity and recreational leave and general rest for port laborers. The Trade League held an annual meeting to decide on methods of achieving the tasks assigned by the port chief and had monthly reviews of their progress. Dues for the league amounted to one percent of the individual member's total monthly salary.
9. The Democratic Youth League at Namp'o Port had a total membership of approximately 30, but its activities were virtually nil. The league had to furnish recommendations for individuals to join the KLP and could also recommend members to the port chief for achievement awards.

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#### Employees' Salaries, Allowances, and Distribution

10. [redacted] the special allowance system had been abolished and general salaries increased as shown below. Wages were paid twice monthly on the fifth and the eighteenth, in bills of five, ten, and 100 won denominations.

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a. Clerical Personnel (Monthly)

	Salary in Won	
	Former	New
Port chief	2,600	5,000
Deputy port chief	2,300	4,300
Chief engineer	2,600	4,500
Political deputy port chief	2,300	4,300
Department chief	1,800-1,900	2,800-2,900
Department employee	1,300-1,700	2,200-2,400

b. Pier Workers (Fixed Monthly)

	Former	New
Grade III porter	700	1,100
Grade IV porter	850	1,300
Grade V porter	920	1,360
Grade VI porter	1,100	1,650
Grade VII porter	1,300	1,950

c. Seaman (Fixed Monthly)

	Former
Grade IV	850
Grade V	920
Grade VI	1,100
Grade VII	1,300
Grade VIII	1,550

The new salaries for seamen were fixed upon a new basis as follows:

Position	Vessel (ton)					
	10-50	51-100	101-200	201-500	501-1,000	Over 1,000
Captain	2,800	3,200	4,000	4,500	5,000	7,000
Boatswain	2,500	2,800	3,200	4,000	4,500	5,000
Sailor	1,500	2,200	2,500	3,200	4,000	4,500

11. Workers were assigned to a contract wage scale when they were able to exceed the standard work norm of the port. Those who were unable to complete the standard received a fixed salary, which was reduced when the laborer failed to complete the standard work norm. about 80 percent of the Namp'o Port laborers were on the contract wage scale. If an employee was unable to work because of a layoff, he received wages amounting to 70 percent of the fixed salary. Only laborers, as opposed to clerical personnel, were authorized to receive pay for overtime work, and the total overtime per worker could not exceed 250 hours per year. Laborers could not be forced to work overtime without the approval of the chairman of the port Trade League. Overtime for workers paid on a fixed scale amounted to the number of hours of overtime multiplied by the hourly rate, multiplied by 1.5; the multiplier was .5 for contract workers.

12. The work standard for any type of job in North Korea was established by a fixed system. First, a specific job was performed by three different persons and the results of their labors were added together and divided by three to find the average workload for the three. The average quantity was then added to the highest workload of the three and this figure was divided by two. The result was the established work standard for the job.

13. The goods distributed by Namp'o Port to its laborers and clerical personnel were allotted at established national prices according to the individual's length of service.

a. Annual Distribution to Clerical Personnel<sup>8</sup>

Item	Grade IV Above 6 years	Grade V 3-6 years	Grade VI 1-3 years
Sheeting, cotton	12 meters	6 meters	3 meters
Sneakers	4 pairs	3 pairs	2 pairs
Soap, laundry	8 bars	4 bars	4 bars

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Annual Distribution to Laborers<sup>9</sup>

<u>Item</u>	<u>Grade I</u> <u>Above 6 years</u>	<u>Grade II</u> <u>4-6 years</u>	<u>Grade III</u> <u>2-4 years</u>	<u>Grade IV</u> <u>6 months-2 years</u>
Sheeting, cotton	14 meters	16 meters	6 meters	6 meters
Sneakers	4 pairs	3 pairs	2 pairs	2 pairs
Soap, laundry	16 bars	12 bars	8 bars	6 bars

- b. Labor protection materials were distributed to workers only and allotted equally to all, free of charge, as indicated below:

<u>Item</u>	<u>Quantity</u>
Beef	600 grams monthly
Fish	4 kilograms monthly
Oil, bean	600 grams monthly
Salt <sup>10</sup>	4 kilograms monthly
Tennis shoes	4 pairs annually
Winter uniform	1 suit annually
Work clothes	4 suits annually

14. Recipients of regular food distributions at Namp'o Port were divided into three categories, the Central Distribution Recipients, the clerical personnel and the laborers. The port chief and the chief engineer were the only two members at Namp'o Port in the first category, and they both belonged to Grade III, which entitled them to 800 grams of grain, including 30 percent millet and corn, per day. In addition, the port chief alone received a distribution of side-dish foods and daily necessities from the South P'yongan Central Distribution Station. The distribution for clerical workers was 700 grams of grain daily, including 30 to 50 percent miscellaneous grains. Heavy laborers received 800 grams of grain daily, including some miscellaneous grains, while light workers received 700 grams per day. Each dependent of laborers and clerical personnel alike received a distribution of 400 grams daily, including miscellaneous grains.
15. The normal daily working hours at Namp'o Port were from 0800 to 1700. Seamen's hours varied, however, and they received overtime payment when they were required to work beyond the standard period. Clerical personnel and laborers were granted 14 days paid leave each year. Seamen received 28 days annual leave during the winter season when sea operations ceased. Workers with exceptional service records might receive an additional ten days' leave at a recreation station in North Korea where they would receive from 150 to 250 won for meals. Women were allowed maternity leave amounting to 35 days before confinement and 42 days after, with full salary.<sup>11</sup> Any worker pronounced in poor health by a physician was entitled to ten days' rest at a recuperation station in North Korea. Clerical personnel and laborers were limited to ten days' sick leave per year, during which time they were paid according to the following scale:

<u>Period of Service (Years)</u>	<u>Salary Allowance (Percentage)</u>
1-4	60
4-6	75
6-8	80

All port employees were required to pay one percent of their monthly salary as social insurance. Both clerical personnel and laborers then received medical treatment without further charge at the South P'yongan People's Hospital located in Namp'o City. Minor medical problems were treated at the port dispensary which employed one assistant doctor.

16. [redacted] all port employees and seamen wore the uniform of railroad employees in North Korea. Employees of Namp'o and Ch'ongjin ports were to wear a standard uniform [redacted].<sup>12</sup> The new uniform was

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to be similar to that of NK naval personnel. The port chief was to have a deep blue, double-breasted jacket and gold-striped cap with anchor insignia; there were to be three medium stars on the epaulet and three stripes on the sleeve. The uniforms for the deputy port chief, department chiefs and captains were the same as this one, except that the deputy port chief was to wear two medium stars, and two stripes; the department chief would wear one medium star and one stripe; and the captain, one small star and no stripe. The seaman's uniform was also of dark blue but the jacket was to have shirt-type collar which buttoned at the neck and no insignia.

#### Training Measures at Namp'o Port

17. North Korea had only two schools for training seamen, the Namp'o Marine Industrial Professional School and the Ch'ongjin Oceanic Professional School.<sup>13</sup> The Namp'o school was established [redacted] and was expected to graduate its first class of about 200 [redacted]. It had approximately 50 students in each of its four courses of navigation, fishing, aquatic cultivation, and processing. The school was set up to offer a four-year course of study, but the first class of students had been admitted to the third year of the course.
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18. All clerical personnel at Namp'o Port were required to attend study meetings on administration under the chairmanship of the chief engineer, to improve the operation of the port authority. Each department held its own two-hour sessions each Monday and Thursday. Topics covered included seamen's regulations, navigational regulations, operation of vessels, methods of loading shipments, principles of pier operation, and personal manners of clerical personnel. Near the end of each month, an administrative affairs conference, which included all clerical personnel and interested engineers and laborers, chaired by the Planning Department chief, was held to discuss the means of achieving the quotas of the national economic program. At these conferences plans for the next month's operations were discussed and agreed upon in the presence of the port chief and the chairman of the Port Trade League Committee. The chief engineer, ships' captains, chief navigational engineers, and other engineers also held a monthly technical affairs conference for the discussion of vessel operations. The Technical Department was responsible for this conference. From January to March captains, navigational engineers and skilled seamen attended eight hours lectures daily, excepting Sundays, on subjects including navigational technology and engineering.

#### Namp'o Port Vessels

19. Namp'o Port operated a number of 50-ton barges, 10 to 100-ton barges, and 12 tugboats with either diesel or hot bulb-type engines and with tonnages varying from 45 to 50 metric tons; the tugboats were used chiefly for towing barges. The port also had three 50-ton ships, two 100-ton ships, two 200-ton ships, and one 300-ton ship; these ships usually carried cargoes of salt from Kwangyang-man Saltern (N 38-47, E 125-16), rice from Cho-do (N 37-59, E 125-03), sand from Monggump'o (N 38-11, E 124-47), and reeds from the coastal areas of the Hwanghae provinces. Most of the cargo from these ships was reloaded onto trains and for delivery to various destinations. The reeds, however, used in manufacturing paper, were sometimes transported directly to the Sinuiju (N 40-06, E 124-06) Pulp Factory, and the salt usually went to the Hamgyong provinces.
20. Namp'o Port also maintained a 200-ton passenger ship, equipped with 150 seats and cabins on both upper and lower decks; this vessel made three trips daily between Namp'o and Cho-do, except between January and March. The timetable for this vessel is indicated below:

Depart Namp'o	Arrive Cho-do	Depart Cho-do	Arrive Namp'o
0900	0940	1000	1040
1100	1140	1200	1240
1400	1440	1600	1640



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One-way fares were 15 won for adults and ten won for children. A charge of 15 won was levied on each cubic meter of cargo carried by an individual and shipped to the island. When the ferry was not in operation, privately-owned small boats, with a capacity of from 20 to 30 passengers, operated secretly between the mainland and the island and charged 200 to 500 won per person. Although this activity was strictly illegal, the boat owners continued their business by bribing the police.

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21. Two dredges, one 100-ton and one 20,000-ton, had been assigned to Namp'o Port. The larger constructed of .9-inch steel plate and valued at 200,000,000 won, had been given to North Korea by the U.S.S.R. This dredge was still in Talien Port, China. To transport the dredge to North Korea, 44 seamen employed by Namp'o Port were sent to Talien under the direction of Soviet engineers to be trained at the expense of the Chinese government. 1,000 tons of coal had been stored in an open area at Namp'o Port to be used to operate the dredge which was said to consume 30 tons of coal per 24 hours of operation. A large quantity of pipe, 70-centimeters in diameter, was also stored on a pier for use in operating the dredge. The dredge was supposed to have a capacity of 30,000 cubic meters of mud per hour. 16

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22. To obtain new vessels, the Planning Department of Namp'o Port submitted to the MIMB chief a boat purchase application with the regular cargo transportation plan. Following approval of the application by the Minister of Transportation and the Minister of Heavy Industry, the MIMB chief could submit the order to a shipbuilding factory. Payment for the vessel was handled through the accounts of Namp'o Port. Namp'o Port purchased the following ships, all manufactured by the Namp'o Ship Factory: one 30-ton tugboat, one 50-ton power cargo, one 100-ton power cargo, and one 200-ton passenger vessel. The port purchased two 100-ton power cargo ships, both constructed in Namp'o Shipyard.

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#### Namp'o Port Supplies

23. Namp'o Port had two oil tanks, one with a capacity of 100 tons and the other, 50 tons. The Materials Department of Namp'o Port was required to submit to the MIMB chief an oil consumption plan prepared according to the Oil Consumption Regulations. The Materials Management Bureau of the Ministry of Transportation usually allocated the full quantity of oil requested by the subordinate enterprises. Fuel used by the port included gasoline, engine oil, heavy and light oil, and grease, most of which was imported by rail in 50- or 30-ton tank-cars from the U.S.S.R. via China. Motor pumps were used at Namp'o to pump the contents from the tank-cars to the permanent tanks at the port.
24. Namp'o Port obtained office supplies with its own funds from the local, national or privately operated stores in accordance with its budget. If the supplies needed exceeded the budgetary limit, they could be bought only with the approval of the chief of the bookkeeping department and the port chief. Payment was made in cash or bank transfers. The MIMB provided the various forms and documents needed by the port; any amount in excess of the usual allotment had to be paid by the port.

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#### Movement of Vessels and Port Security

25. Each ship desiring to leave Namp'o Port had to file a clearance notice with the Port Internal Affairs Sub-Station 30 minutes before departure, although in cases of emergency, oral notification was accepted. A ship desiring to enter the harbor had to file an entry notice with the same sub-station within two hours before docking. The passenger ship operating between Namp'o and Cho-do was checked by two or three policemen on each end of the voyage. Each passenger's citizenship certificate was checked and official travelers were required to show their travel certificates. The police checked generally for smuggled goods, including gasoline, light oil, or carbide.

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26. A day duty officer at the entrance to the Namp'o Port office area checked each employee as he entered and left. The address, occupation, and business of each visitor was logged, and each received a visitor's pass, which was returned to the duty officer after having been signed by the individual with whom the visitor transacted his business.

#### Housing

27. The Namp'o Port Authority maintained approximately 50 residences, accommodating about 90 families, in and around the city of Namp'o. Although the Rear Accounting Department managed the residences and had a veto power over assignments, the individual department chiefs assigned personnel to official residences according to individual need. Each house could accommodate two or three families; a rental fee of 35 won per month was used by the Rear Accounting Department for maintenance of the houses. Each family was charged 15 won for electricity and 45 won for water.

#### Communications

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28. [ ] a wireless communications station was established at Namp'o and one wireless operator was placed in charge of the adjustment and repair of all wireless equipment belonging to the port. The operator at that time was a native of Hamhung and an unlicensed Grade III operator; he did not belong to the KLP. Of the vessels operating under the Namp'o Port authority, 12 tugboats and eight power cargo ships had wireless equipment capable of covering an area within a radius of 50 miles.<sup>18</sup> Since this equipment transmitted the voice, anyone could operate it. All messages from craft at sea were received by an individual in the Transportation Department of the port who relayed the messages to the port chief. In addition, a railroad-type telephone was installed in the office of the port chief with which he could have direct contact with the MTMB in P'yongyang. The port authority also had an automatic telephone switchboard, but its equipment was of NK manufacture and of very poor quality.

#### Installations at Namp'o Port

29. All the buildings and warehouses in Namp'o Port were destroyed completely in the Korean War. After the Armistice, the former Suzuki Warehouse of which only the brick walls remained, was reconstructed and used as the office building of the port authority. In addition, two new wooden warehouses were constructed in the western area of the port where many such buildings had formerly stood. [ ] Cabinet Decision No. 72, to begin a reconstruction program at Namp'o Port, was promulgated with the ultimate aim of making the port a main entry for foreign trade into North Korea. [ ] In line with this decision, the Ministries of Heavy Industry, Machine Industry, and Electricity, with the National Construction Committee, were to begin reconstructing the port. [ ] The construction of electrical facilities, the plumbing for the water supply, and cranes was to be completed [ ] erection of a three-story office building was to begin [ ] five Soviet technicians, including one engineer, and technicians of the Planning Research Station, Ministry of Transportation, spent a week at Namp'o to redesign Namp'o Harbor. The harbor bed had not been dredged since the armistice and approximately two meters of mud had accumulated as of the time of the technicians' investigations.

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30. Specific installations in Namp'o Port, [ ] included the following:

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- a. The South P'yongan Hospital, known [ ] as Chinnamp'o City Hospital, was housed in a two-story structure, with approximately 600 beds, and was revamped by the Hungarian Medical Team in North Korea and [ ] was still managed by Hungarian doctors who supplied all medicines from Hungary. The hospital was staffed by 15 male and five female Hungarian doctors and 70 Korean doctors and 50 Korean nurses. All patients received free medical treatment, but a charge of from 15 to 25 won was made

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for medicine to be taken out. [redacted]

[redacted] the Hungarian Medical Team was changed six times.

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- b. The Namp'o Shipyard, a Grade II national enterprise, was under the control of the Ministry of Heavy Industry and reported to be completely equipped with Soviet machinery and equipment.
- c. A large open area was the site proposed for the new three-story office building for the Namp'o Port authority to be built [redacted] and to include all the port offices, a club, an entertainment room, a rest room, a barber shop, and a drawing room for foreign guests. 25X1
- d. The bathhouse and barber shop was in a one-story, brick structure 20 meters long, ten meters wide, and five meters high. The bathhouse was open at all hours and the workers could bathe without charge. The charge for a haircut was 50 won. One barber and one assistant operated the barber shop.
- e. The port had two gasoline storage tanks, one with a capacity of 30 tons, and the other with a capacity of 50 tons.
- f. The Workshop Store, a one-story, brick structure approximately 30 meters long, 15 meters wide, and ten meters high, was managed by the Rear Bureau, Ministry of Transportation. There was no restriction on the sale of its commodities, which included general daily items and side-dish foods. The store also handled the distribution of goods for clerical personnel and laborers.
- g. Two ferry stations were used by the passenger boat which operated between Namp'o and Cho-do.
- h. The main office of the Namp'o Port Authority was located in a building 60 meters long and 30 meters wide, containing 14 rooms.
- i. The club, constructed [redacted] by seamen, clerical personnel, and laborers of the port, was a one-story, brick building with a tar-coated tin roof. Steel railroad rails were used for the rafters of the building, and the building was approximately ten meters high. The building had enough chairs to seat about 300. The annexes to the main club had much lower ceilings than the main building. 25X1
- j. Cargo was stored in two warehouses at the port, constructed of timber, with tile roofs, each measuring approximately 60 meters long, 20 meters wide, and 20 meters high.
- k. A red beacon light worked automatically at night and was located in an area known as Pibal-to.
- l. A guard post maintained by an unidentified NK Army unit was manned by one armed guard whose main purpose was to keep the public from entering the area where the beacon was located.
- m. The Namp'o Ship Factory, under the jurisdiction of the MMB of the Ministry of Transportation, was operated on only a small scale, building and repairing boats.
- n. During the Korean War the breakwater was damaged in three major places which remained unrepaired.
- o. A crane, located on Kadok-to and under reconstruction [redacted] was supposed to have been completed [redacted] There were several cranes in this area [redacted] 25X1
- p. The Namp'o City Labor Party Committee was housed in a three-story, stone structure which was completely reconstructed after the armistice.
- q. Namp'o Branch, Central Bank, was located in a two-story building, approximately 30 meters long, 20 meters wide, and 20 meters high, which was

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completely repaired after the armistice; all but the exterior walls of the building had been destroyed during the Korean War.

- r. The Namp'o City People's Committee occupied a wooden structure, approximately 40 meters long and 15 meters wide, which had been the city hall [redacted] and was reconstructed after its complete destruction during the Korean war.

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- s. The Namp'o Internal Affairs Station was located in a two-story brick structure which had been completely rebuilt after the armistice.

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[redacted] Comment. The full name of the port is Chinnamp'o.

[redacted] Comments

2. The North Koreans were not noted for their abilities in port management and maritime transportation, and they were particularly unskilled in berthing and handling foreign vessels.
3. In addition, the NK government sent the chief of the Regulations Department, MTMB, and one other person who was well-experienced in maritime transportation affairs, to China [redacted] to study international regulations on maritime transportation.
4. If an inspection revealed that an installation lacked the proper safety devices, this department required the installation to cease operations until improvements were made.
5. These officers were referred to as team chief and team vice chiefs.
6. [redacted] Comment. The table listing wages for clerical personnel is accurate while the others are estimates [redacted]

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[redacted] Comments

7. For example, if one worker could carry eight tons of cargo per day, a second worker, seven tons, and a third, six tons, the average of the group was seven tons. This average was added to the highest work figure and the sum divided by two; the result, 7.5 tons, was the standard workload for any individual handling the same job.
8. Clerical personnel with less than one year's service were not entitled to this distribution.
9. Laborers with less than six months' service were not entitled to this distribution.
10. [redacted] the salt had not been distributed for two years.
11. Namp'o Port had three female clerical workers and six female laborers.
12. Employees were said to have started wearing this uniform [redacted]
13. [redacted] about 100 students were being graduated annually from the Ch'ongjin school, of whom 50 were usually engineers and the rest navigational officers. [redacted] the Ch'ongjin school held a special series of lectures attended by ten special students from Ch'ongjin and 15 from Namp'o.

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14. The sessions usually lasted no more than an hour because of a lack of interest in the topics of conversation.

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Comments

15. [ ] the number of such barges as 100, but this appeared grossly out of line with other information given about vessels at Namp'o Port.

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16. [ ] this dredge would prove incapable of operating in the hardened mud of Namp'o Harbor.

Comments

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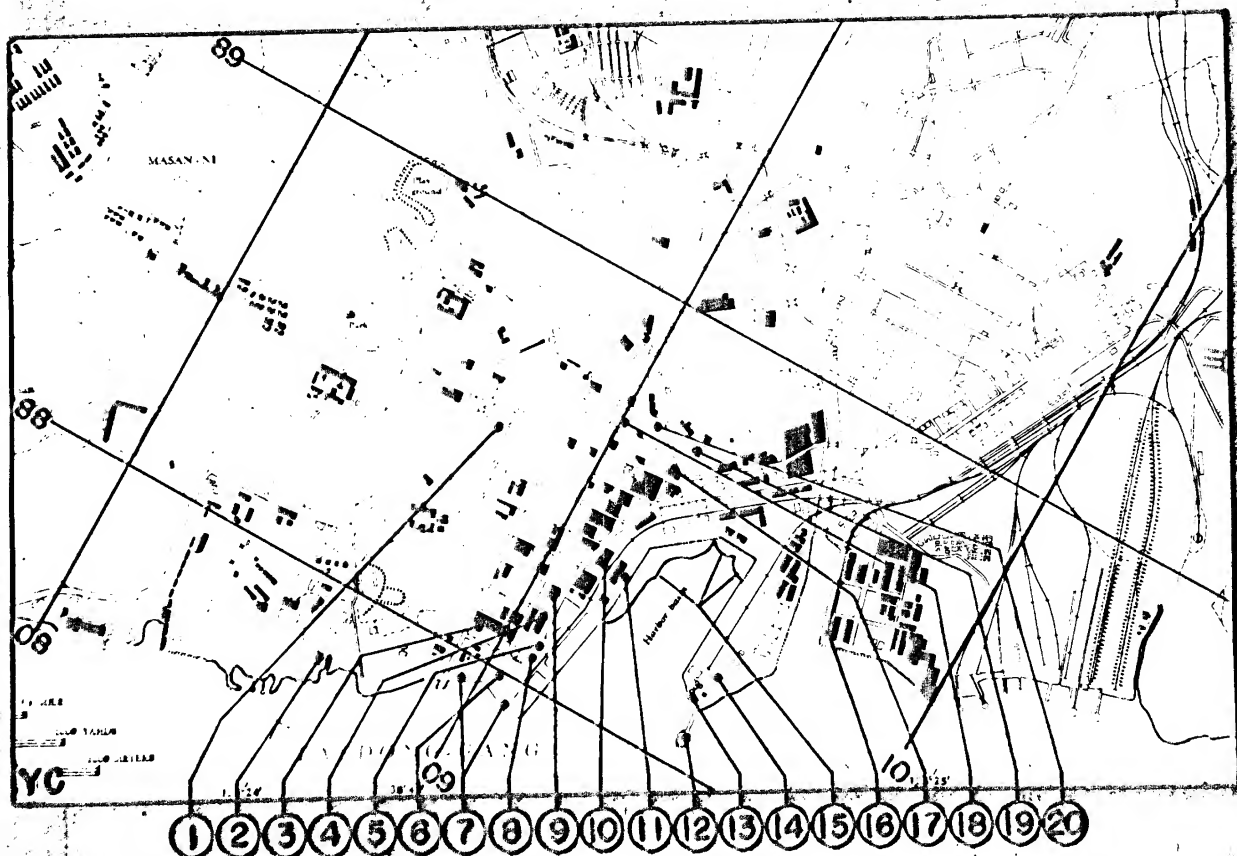
17. The recipient was required to furnish tanking facilities for incoming petroleum supplies. In lieu of such facilities, the recipient was required to pay 2,000 won each for empty drums.

18. This same type of equipment was said to be used by tractor workshops in the USSR.

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**Installations In Namp'o Port**  
(Harbors correspond with Illustration)

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1. South P'yongan Hospital
2. Namp'o Shipyard
3. Open Area
4. Bathhouse and Barbershop
5. Gasoline Tank
6. Workshop Store
7. Ferry Stations
8. Gasoline Tank
9. Office, Namp'o Port Authority
10. Club
11. Warehouses
12. Beacon
13. Post, NK Army
14. Namp'o Ship Factory
15. Breakwater
16. Crane
17. Namp'o City Labor Party Committee
18. Namp'o Branch, Central Bank
19. Namp'o City People's Committee
20. Namp'o Internal Affairs Station

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